

Dedication Program

For the

52 MILES of

**Wisconsin Interstate
Routes 90-94**

Between MADISON and the DELLS AREA

October 6, 1961

Dane, Sauk, Columbia and Juneau Counties

Mirror Lake Bridges





Governor Gaylord Nelson

GREETINGS

From

GOVERNOR NELSON

The dedication of this functional and beautiful segment of Wisconsin's Interstate Highway System here today clearly illustrates how cooperation between the people of the various units of government can bring about civic progress.

I am especially happy to be able to participate in this historic event since this 52 miles of highway—from Madison to Wisconsin Dells—represents the second longest single section of the Interstate route to be opened at one time in the history of Wisconsin. It is extremely gratifying to realize that with this 52-mile segment opening today we have completed the impressive total of 160 miles of our Interstate routes.

The officials at the state level found county, township, city and village officials genuinely eager to lend their valuable efforts in planning and building this efficient and safe section of highway.

As Governor of Wisconsin I am pleased to note that this cooperation, combined with the foresight and high standards of the citizens of this area, has resulted in providing Wisconsin motorists as well as visitors with the best transportation facility available.

It is a pleasure for me to be with you today to take part in dedicating this important 52 miles of Wisconsin's Modern Highway System.

Gaylord A. Nelson

Governor of Wisconsin



A MESSAGE from the

STATE HIGHWAY COMMISSION

All classes and systems of Wisconsin's nearly 100,000 miles of highways are of primary importance in the movement of people and goods.

Today we are dedicating the second largest single segment of four-lane highway to be completed at one time in the history of this great state. This 52 miles of modern road will mean much to the citizens of this area and to the entire state for it will improve every phase of our standard of living. This new facility will make travel in this important region much safer, more convenient, and pleasant for passenger cars and commercial vehicles.

While we devote our attention today to dedicating this modern and impressive freeway to the motorists who will use it, let us keep in mind that it is but one of many road systems in this area and that it is our policy in Wisconsin to maintain ALL of our highways to the highest possible standards.

We appreciate the cooperation of the citizens of Wisconsin in developing projects such as this and we are pleased to join with you today in observing this historic event.

Harvey Grasse, Chairman
G. H. Bakke, Vice Chairman
V. L. Fiedler, Secretary

THE PROGRAM

9:00 A. M., OCTOBER 6, 1961

AT THE I-90-94-ROUTE 151 INTERCHANGE

MASTER OF CEREMONIES—HARVEY GRASSE, CHAIRMAN, STATE HIGHWAY COMMISSION

- Selections—Sun Prairie High School Band—8:45-9:00 A. M.
- Invocation—The Rev. John H. Johnson, Burke Lutheran Church
- Greetings—Mr. Grasse
- Introduction of Guests
- Introduction of Gov. Gaylord Nelson
- Band selections as Gov. Nelson moves down to cut ribbon
- Photos of Ribbon Cutting
- Following photos of the ribbon cutting the cavalcade will form and move northward on I-90-94.

Dedication programs will be presented by the citizens of Madison, Sun Prairie, Lodi, Portage, Baraboo, Reedsburg, Wisconsin Dells, Maple Bluff, Waunakee, De Forest, Dane, Arlington, Sauk City, Prairie du Sac, Poynette, Merrimac, Lake Delton, Lyndon Station, Token Creek, Windsor, Morrisonville and Okee at the interchanges with Routes 151, 51, 19, C.T.H. "V", 60, C.T.H. "CS", 78, 33, 12, 23, C.T.H. "H" and 12-16. Ceremonies will also be held at the Wisconsin River Bridge and at the Mirror Lake Bridges.



The National System of Interstate and Defense Highways . . .

. . . a 41,000 mile national network of four-laned roads . . . Wisconsin's portion, 452 miles . . . completed and open with today's dedication, 160 miles . . . enabling legislation passed by Congress in 1956 . . . Wisconsin began work on the Interstate that year . . . the 33 miles of I-90 between Madison and Janesville will be completed in the fall of 1962 . . . motorists will then have an uninterrupted drive on the Interstate from Chicago to Wisconsin Dells . . . I-90 originates at Boston, enters Wisconsin at Beloit, runs to Tomah, runs west through La Crosse to Seattle . . . I-94 originates at Detroit, enters Wisconsin near Kenosha, runs through Milwaukee, east to Madison where it joins I-90 east of Madison, runs northwesterly to Hudson to Billings, Montana, where it ends.

On Interstate roads 90-94 between Madison and the Dells . . . 15,000,000 cubic yards of earth were moved in the grading process for the 52 miles . . . 1,000,000 cubic yards of sand and gravel were used to construct the 9-inch sub-base course . . . nearly 1,600,000 tons of gravel or crushed stone were used to form the 6-inch base course . . . 1,310,000 square yards of portland cement concrete were used to form the 9-inch surface on the four-lane road . . . east of Lake Delton a stretch of approximately 12 miles of bituminous surfacing required 138,000 tons of bituminous concrete base and surfacing . . . another 130,000 tons of bituminous concrete were used for the road shoulders and approaches on 11 interchanges between Madison and the Dells . . . over 65,000 linear feet of culvert pipe of various sizes were installed . . . average width of right of way is 300 feet . . . a rural mile of four-lane facility requires an average number of 37 acres of land . . . 240 parcels of property were required for the highway between Madison and the Dells.

The Contractors

L. G. Arnold, Inc., Eau Claire
 J. F. Brennan Co., Inc., La Crosse
 John F. Bloomer Co., Appleton
 A. R. Coffeen Co., Decorah, Iowa
 Deppe Lumber Co., Baraboo
 Wm. Du Bois & Son, Baraboo
 Farmer Bros., Tamah
 S. J. Groves & Sons Co. & W. D. Giersten Co., Minneapolis
 Hammersley Construction Co., Madison
 Hedrich Construction Co., Chilton
 Hoffman Construction Co., Black River Falls
 Highway Pavers, Inc., Wauwatosa
 N. M. Isabella, Inc., Madison
 Janesville Construction Co., Janesville
 Harold B. Janke, Fredonia
 Kluck Construction Co., Inc., Stevens Point
 Edw. Kraemer & Sons, Inc., Plain
 P. C. Kaiser Construction, Inc., Portage
 N. Kalscheur, Inc., Sauk City

C. C. Linck, Inc., Beaver Dam
 R. T. Madden Co., Janesville
 Frank Mashuda Co., Milwaukee
 Mathy Construction Co., La Crosse
 D. J. McDougal, Dane
 McMullen & Pitz Construction Co., Manitowoc
 Nelson Construction Co., Black River Falls
 Arthur Overgaard, Inc., Elroy
 James Peterson Sons, Inc., Medford
 Pertsch Construction Co., Inc., Onalaska
 Pagel Construction Co., Inc., Almond
 Rein, Schultz & Dahl, Inc., Madison
 F. C. Raemisch & Son, Waunakee
 Ryan Brothers Company, Janesville
 John Schmid & Sons, Plain
 Streu Construction Co., Two Rivers
 Schuelte Builders, Manitowoc
 H. Turner & Son, Boscobel
 White Construction Co., Milwaukee

INTERSTATE SYSTEM
 PROGRESS IN WISCONSIN
 DECEMBER 1961

